





## Intimations.

**DAKIN BROS. OF CHINA, LIMITED,**  
CHEMISTS, &c.  
COD LIVER OIL JELLY.

THIS is a sweet and exceedingly palatable jelly easily retained and digested by the most delicate stomach. Children speedily grow fond of it, and for more, and although it contains 50 per cent. of the purest Cod Liver Oil, all fishy taste and flavour is entirely covered.

In glass jars at 7s. 6d.  
COD LIVER OIL, 'GENUINE' NORWEGIAN.

This is without exception the finest oil that can be produced. Great care is taken in selecting healthy livers only in its manufacture, and as we buy direct from the manufacturer, we are able to guarantee its 'Genuineness.'

Per bottle, 7s. 6d. and 1s. 6d.  
COD LIVER OIL EMULSION.

A form in which the oil may be taken without difficulty by delicate patients and children.

Per bottle, 7s. 6d.  
COD LIVER OIL EMULSION WITH HYPOPHOSPHITES (Lime and Soda).

A combination of great value in wasting diseases, especially of the Chest and Respiratory Organs.

Per bottle, 7s. 6d. and 1s. 6d.  
BALSAM OF ANISEED AND LIQUORICE.

For the relief of all catarrhal complaints, such as Coughs, Colds, Hoarseness and Soreness of the Throat, &c.

In bottles, 50 Cents and 1s.  
BALSAMIC COUGH LOZENGES.

A never failing remedy for Coughs.

In bottles, 50 Cents and 1s.  
Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

**A. S. WATSON & CO., LD.**

**AMERICAN CHEROOTS.**

These CHEROOTS, made from a fine selected quality of PENNSYLVANIAN TOBACCO

LEAF, are mild, well matured, of excellent flavour, and will be found equal to Havanas.

They are meeting with much favour in the Colony as an agreeable change from the usual Manila Cigar, and we confidently recommend them to the notice of Smokers.

PRICE 5s. 50 per Box of 250.

**WINES AND SPIRITS.**

PORTS, SHERRIES, CLARETS, BRANDY, SCOTCH WHISKY, IRISH WHISKY,

BOURBON WHISKY, GIN and RUM. Our favourite and well-known Brands of the above

are bought direct from the most noted shippers, imported in wood and bottled by ourselves, thus

enabling us to supply the best goods at moderate prices. We shall be pleased to furnish full

particulars and price lists on application.

**CLAY'S FERTILIZER.**

A high class fertilizer for pot plants and for use in the garden generally: it supplies natural

nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to

attain to their full size, vigour and beauty.

Sold in Tins containing 100 cwt. each.....\$1.50

do Bags do do 250 do .....\$4.00

Directions for use are given on the label.

**RANSOME'S 'NEW PARIS' LAWN MOWERS.**

The best and cheapest Machines in the market, for sale at manufacturers' prices.

**LAWN GRASS SEED. SWEET CORN SEED.**

A fresh supply of the above just received.

**A. S. WATSON & CO., LD.**

**THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.**

Hongkong, 4th January, 1892.

**For Sale.**

**NOW READY.**

**THE HONGKONG DIRECTORY AND HONG LIST FOR THE YEAR 1892.**

FOR 1892.

THIS Valuable Work, with many NEW ADDITIONS AND IMPROVEMENTS, IS NOW READY.

PRICE THREE DOLLARS.

Orders for Copies of THE 'HONGKONG DIRECTORY' may be sent to the following Agents:

HONGKONG: Mr. W. Brewer, Messrs. F. Blackhead & Co., Messrs. Kelly & Walsh, Limited, Messrs. Lane, Crawford & Co., The Hongkong Trading Co., Ltd., Man Yu Tong, Hollywood Road.

MACAO: Messrs. A. A. de Mello & Co.

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THE HONGKONG TELEGRAPH Office, 11, Queen's Road Central, Hongkong, January 29th 1892.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the 'Manager, Hongkong Telegraph,' and not to the Editor.

Letters on Editorial matters to be sent to 'The Editor,' and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than 3 o'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and it therefore the best medium for Advertisements. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 2.

**THE HONGKONG TELEGRAPH.**

HONGKONG, THURSDAY, FEBRUARY 4, 1892.

**TELEGRAMS.**

(From Straits papers).

**THE ROSSENDALE ELECTION.**

LONDON, January 25th, 1892.

The Liberal candidate, Mr. Madden, has been elected M.P. for Rossendale in place of the Marquis of Hartington by a majority of 1,200 votes over Mr. Brooks, Unionist.

**LOCAL AND GENERAL.**

THE P. & O. S. N. Co.'s steamer *Lombardy* left Bombay on the 30th ult., for this port.

THE silk ex steamship *Empress of Japan* arrived in New York on the 3rd inst.

THE steamer *Foyle*, from London, and the yacht *Saida* were quarantined at Kobe the other day in consequence of small-pox having broken out on board.

THE declared quantity of coal shipped by 14 vessels from Kuchino during November last was valued at \$71,076.00, and by six vessels from Moji at \$27,257.20.

WE are very glad to hear that Capt. Samuel Ashton, the well-known 'skipper' of the *Hallam*, who was recently invalided at Foochow, is progressing favourably towards perfect recovery.

THE *Locomobile* estimates the sugar crop, exclusive of that forwarded in bags, in the six provinces which comprise Mid Java at about 1,715,000 piculs in 1891 against 1,528,000 piculs in 1890.

A NEW island, over 500 yards long, has made its appearance to the south of the Island of Pantelaria, in the Mediterranean, near which a submarine upheaval occurred a few months ago. Vessels are warned to give a wide berth to the spot.

FOR reasonable coolness commend us to the Japanese employes at Oakes of Mr. C. T. M. Nickel, Kobe, who, it is alleged, having collected some of their master's accounts, were arranging to open a business in opposition to him with his own goods.

Berlin Blet—Mein Gott, yet an expensive head I have this morning!

Victor Gap—How much did it cost you?

Berlin Blet—Me? Nothing, of course! I drank nine bottles of Bonmerry mit mein friends Hamburg last night!

AN express issued to-day sets forth that a special meeting of the British Mercantile Marine Officers' Association will be held at No. 18, Praya Central at 9 o'clock this evening. Means for the prevention of piratical outrages on board vessels sailing from the waters of the colony will, *inter alia*, be discussed at length.

THE following is a copy of a postcard received by a foreigner from a Japanese acquaintance of his at Oga. It is a very brave attempt, for the writer is evidently self-taught:—"I thank you very much for your kind letter, because we have been long separated. I am living in the Koko, but I do not send a letter because of this sin and we shall be build mechanic society on this part for save very poor people. Now is very cold therefore I hoping you are quit well."

—Hyogo News.

THE orders of the day at the meeting of the Sanitary Board to be held to-morrow at 4-15 p.m. are as follows:

Agenda—1. Letter from Honorable Colonial Secretary concerning the disinterment and re-entombment of the remains of the Chinese dead.

2. Letter from Honorable Colonial Secretary concerning Mr. Ladd's accepting the Office of Consulting Veterinary Surgeon to the Dairy Farm Company.

3. Application from Messrs. Danby, Lelch & Orange that the question of the outfall for the drainage of the Abercrombie Paper Mills be left in abeyance for the present.

4. Mortality Returns for the weeks ended the 23rd and 30th January, 1892.

5. Surveyor's report on the condition of the house drains at Nos. 292 to 306, even numbers, Queen's Road Central.

THERE is no fresh news of the Pahang rising from the last Straits papers, but Mr. Duhon has safely reached the residence at Kuala Lumpur, and he is doing very well. Letters have been received at the Straits Colonial Secretary's office from Mr. Rodger, Resident of Klang. Mr. Rodger heard that the Sultan is actually on the way down stream. The Sultan reached Temorloh on the 18th January, having with him about two hundred followers, and he and the Resident, with their men and a few Sikhs, and about five hundred armed Malays, started up the Temorloh on the 20th. Mr. Clifford has gone back to Kuala Lumpur. All the information in the hands of Mr. Rodger bears out what he has already said as to the loyalty of the Sultan. Mr. Rodger has seen the Sultan a great deal lately, and he is more than satisfied, indeed he is thoroughly convinced, that the Sultan is doing his best, and that he is thoroughly in earnest. It will thus be seen that the Government forces should have arrived at the Pahang at the time of writing, and it is possible that at the time of writing the Pahang was only a rising.

THE P. & O. S. N. Co.'s steamer *Shanghai* left Singapore yesterday at 4 p.m., for this port.

At the Magistrate to-day the Mandarin Yung Kim Shan, charged with theft of \$10,000, was committed for trial.

THE British North Borneo Government has commenced to publish an *Official Gazette*, instead of utilising the local *Herald* for its official utterances. The *Herald* will in future be known as *The British North Borneo Herald and Monthly Record*.

THE Japanese press laws, relics of a barbarous age, being rigidly enforced in the capital. No fewer than three papers were suspended in Tokyo during the first fortnight in January, for publishing articles that were supposed to reflect in some way or other on the Government. Japan would seem to be rapidly getting chary of a revolution.

IN connection with the project for the disposal of the Portuguese colonies it is stated that the people of the Azores contemplate disconnection from the mother-country and for this purpose they have designed a new flag composed chiefly from the Portuguese and American flags. In case they should become independent they will seek American protection.

Jack—Poor Jim has been sent to the asylum. Joe—Indeed, eh?

Jack—Yes. One of his crazes was to be always exchanging hats.

Joe—That's nothing. Lots of fellows do that.

Jack—Yes, but he always left a better hat than he took.

Joe—Poor Jim!

ON ye gods! shades of Nimrod and all lesser lights, hear the oracle come. Last night's *Small*—The programme (sic) of the Hongkong Race Meeting. Although in most instances there is (sic) not much a strong field (sic) as in recent years the races (sic) have filled up well, and there appears every prospect of good fields and good racing. May heaven protect the ass who penned the foregoing, for the ghost of Lindley Murray will neither forget nor forgive.

A 'DECLARATION on the truth of Holy Scripture' has recently been signed by a number of clergymen and published in England. Among other things, it 'earnestly prays that the clergy and laity of the Church of England may never acquiesce in reflecting any portions of the One Volume of God's Revelation, as hard sayings, causing stumbling; but, on the contrary, may hold fast the confidence in the fulfollness of God who will not suffer us to be deceived in humbly believing that to which He hath set His seal, and may wait patiently, knowing only in part, for the time when we shall know even as we are known, and shall be filled unto all the fulness of God.'

A COMPLETE change of programme was notified at Woodley's circus last night, and was heartily carried through to the satisfaction of a numerous and thoroughly appreciative audience. The same entertainment will be provided to-night and doubtless will meet with the reception and support that so excellent a performance merits. As it is confidently hoped that all the world and his wife will be there to-night we refrain from anticipating their joy by describing the many virtues and wonders of the performances. However, for the benefit of those who are still sceptical, we will give a detailed *critique* of the present programme, as expanded, to-morrow. (Daily Press and China Mail please copy.)

FULL particulars of the sad occurrence by which poor Wilton, the miner at Raub, met with his death are now to hand in a letter sent to Mr. Bibby at Kuala Lumpur, reproduced in the Straits papers of Dec. 10th, just to hand.

On the 2nd Dec. Wilton and Donnelly were at work altering the present ladderway from the adit, 50 ft. deep to the surface. To do this they removed the ladder from the corner and leaned the top against the shaft, the foot being 18 inches out on the stage. On the cleats they fixed stage boards on which to stand to cut mortices for the permanent ladder stage. They had completed the cutting when by some means the ladder knocked the temporary stage planking off the cleats, and Wilton fell down the shaft some 18 feet, striking a hard rail on the stage below, and falling over to the stage three feet below. Donnelly, who had managed to fall himself in the shaft and thus prevent a fall, gave the alarm, and a couple of men went down. Wilton held fast to the shaft, but he was quite unable to hold out here, and was quite unable to hold out here, and was quite unable to hold out here.

He seemed quite strong, and was able to assist his bearers with his arms in getting out and the adit and tunnel. He was put to bed, and young Mr. Bibby stopped with him while Mr. Whyte went for some medicine. A quarter of an hour afterwards Mr. Whyte was returning and met Bibby at the door, bearing the sad news that Wilton had just died in his arms, without a struggle, merely a shudder passing through his frame.

A red mark across the stomach was the only external mark, but there is no doubt some internal injury to the liver or spleen was the cause of death. Wilton was buried next morning. Mr. Whyte reading the Church of England burial service over the grave, and all present being deeply affected.

The affair seems to have been a pure accident, the cause being evidently the swinging of the ladder against the temporary staging, the planks of which seemed to have been as large as could have been used.

**THE INTER-PORT CRICKET MATCH.**

SHANGHAI V. HONGKONG.

The match of the season was commenced on the Cricket Ground shortly after 11 o'clock this forenoon, in beautiful weather and on a capital wicket. There was not a very large attendance at first—His Excellency the Governor, however, being one of the early arrivals—but as day wore on the number gradually increased, and late in the afternoon the ground was surrounded by a vast assemblage of interested spectators, who watched the play with the keenest interest. Notwithstanding it was universally acknowledged that Shanghai was represented by an exceptionally powerful all-round team, strong in every department of the game, the Hongkong players were slightly the better batsmen, but very little speculation actually took place.

Winning the toss, a substantial advantage, Mr. Robertson sent in W. H. Murrell and Orman, who were greeted with cheers as they left the Pavilion, to face the Shanghai team. The Pavilion, by the way, was crowded with spectators, and the ground about the Pavilion was also filled with them.

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## Commercial.

## LATEST QUOTATIONS.

Hongkong and Shanghai Bank, 165 per cent. prem., sales and buyers.  
 The National Bank of China, Ltd.—on £210 paid up—80 per cent. dis., sellers.  
 The National Bank of China, Ltd.—Founders' shares, \$150 per share, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—\$121 per share, sales and sellers.  
 The Bank of China, Japan & the Straits Ltd.—Founders' shares, \$85 per share, sales and sellers.  
 Chinese Imperial Loan of 1884 R—21 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—14 per cent. premium.  
 Union Insurance Society of Canton—\$90 per share, sellers.  
 China Traders' Insurance Company—\$61 per share, buyers.  
 North China Insurance—Tis. 355 per share, sales and buyers.  
 Canton Insurance Company, Limited—\$102 per share, buyers.  
 Yangtze Insurance Association—\$102, buyers.  
 On Tai Insurance Company, Limited—Tis. 150 per share.  
 Hongkong Fire Insurance Company—\$315 per share, sellers.  
 China Fire Insurance Company—\$90 per share, sellers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$531 per share, sales and buyers.  
 Indo-China Steam Ship Company—38 per share, sellers.  
 Indo-China Steam Navigation Company, Limited—25 per cent. discount, sales and sellers.  
 Douglas Steamship Company—\$37 per share, sales and buyers.  
 The Steam Launch Co., Limited—nominal.  
 Hongkong and Whampoa Dock Company—\$87 per cent. premium, sellers.  
 Geo. Fenwick & Co., Limited—\$14 per share, sellers.  
 Hongkong Hotel Company—\$50 per share, sellers.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.  
 The Austin Arms Hotel and Building Company, Limited—\$8 per share, buyers.  
 The Peak Hotel and Trading Co., Limited—nominal.  
 The Shamshien Hotel Co., Limited—\$10, sellers.  
 Punjion and Sunghe Dua Samantun Mining Co.—\$2 per share, buyers.  
 The Raub Gold Mining Co., Limited—70 cents per share, buyers.  
 Immunity Mining Co., Limited—\$81 per share, sales and buyers.  
 The Hualmori Gold Mining Co., Limited—\$1 per share, nominal.  
 Tongkun Coal Mining Co.—\$325 per share, sellers.  
 The Jelebu Mining and Trading Co., Limited—\$41 per share, buyers.  
 The Selama Tin Mining Co., Limited—41 cents per share, sellers.  
 London and Pacific Petroleum Co., Ltd.—£10 sellers.  
 China Sugar Refining Company, Limited—\$174 per share, buyers.  
 Luxon Sugar Refining Company, Limited—\$36 per share, buyers.  
 A. S. Watson & Co., Limited—\$19 per share, buyers.  
 Cruickshank & Co., Limited—nominal.  
 Hongkong Dairy Farm Co., Limited—\$7 per share, sales and sellers.  
 The Kowloon Land Investment Co., Limited—\$10 per share, buyers.  
 The Hongkong Land Investment Co., Limited—\$10 per share, buyers.  
 The West Point Buildings Co., Limited—\$23 per share, buyers.  
 The Labuk Planting Co., Limited—\$2 per share, sales.  
 The China-Horace Co., Limited—nominal.  
 H. G. Brown & Co., Limited—\$35 per share, sales and buyers.  
 Hongkong and Kowloon Wharf and Godown Company—\$61 per share, buyers.  
 Hongkong Rope Manufacturing Company, Limited—\$117 per share, sales and sellers.  
 Hongkong Gas Company—\$120 per share, nominal.  
 Hongkong Ice Company—\$80 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$75 per share.  
 The Hongkong Brick and Cement Co., Limited—\$10 per share, nominal.  
 The Green Island Cement Co.—\$14 per share, sellers.  
 The Hongkong Electric Light Co., Limited—\$41 per share, buyers.  
 The Hongkong Steam Laundry Co., Limited—\$85 per share, nominal.  
 The Hongkong High-Level Tramway Co., Limited—\$60 per share, sellers.

## EXCHANGE.

ON LONDON—Bank, T. T. 111/112  
 Bank Bills, on demand 111/112  
 Bank Bills, at 4 months sight 111/112  
 Credits at 4 months sight 111/112  
 Documentary Bills, at 4 months sight 111/112  
 ON PARIS—Bank, Bills, on demand 111/112  
 Credits at 1 month's sight 111/112  
 On India, T. T. 111/112  
 On Demand 111/112  
 ON SHANGHAI—Bank, T. T. 111/112  
 Private, 10 days' sight 111/112

## MAILS EXPECTED.

THE FRENCH MAIL.  
 The Messageries Maritimes Co.'s steamer *Oxus*, with the French mail of the 8th ultimo, left Singapore on the 4th instant at 11 a.m., and may be expected here on the 11th.

## STEAMERS EXPECTED.

The China Shippers' Mutual S. N. Co.'s steamer *Kermis*, from London and Liverpool, left Singapore on the 1st instant, and may be expected here on the 8th.  
 The Ocean Steamship Co.'s steamer *Cyclops* left Singapore on the 2nd instant, and may be expected here on the 9th.  
 The P. & O. S. N. Co.'s steamer *Shanghai* from Bombay, left Singapore on the 3rd ultimo at 4 p.m., and may be expected here on the 10th instant.  
 The P. & O. S. N. Co.'s steamer *Lombardy* left Bombay on the 30th ultimo, and may be expected here on the 10th instant.  
 The P. & O. S. N. Co.'s steamer *Brindist* left London for this port on the 17th ultimo.

## Shipping.

ARRIVALS.  
 GLENCOLE, British steamer, 2,398, Wm. E. Duke, 3rd Feb.—New York 15th Dec., General—Jardine, Matheson & Co.  
 BYLORA, German barque, 333, Hagenberg, 3rd Feb.—Horn Nix (Zonguile) 12th January, Timber—Wiel & Co.

GUTHRIE, British steamer, 1,492, P. T. Helms, 3rd Feb.—Kobe 20th January, General—Gibb, Livingston & Co.  
 HOLSTERN, German steamer, 1,103, J. Brunn, 3rd Feb.—Saloon 29th January, Rice and Paddy—Wiel & Co.  
 PALAMEN, British steamer, 1,486, C. Jackson, 3rd Feb.—London 18th Dec., and Singapore 28th January, General—Butterfield & Swire.  
 MICHAEL JENSEN, German steamer, 710, Matheson, 3rd Feb.—Saloon 28th January, Rice—Wiel & Co.  
 EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 4th Feb.—Vancouver 13th January, Yokohama 29th, and Shanghai and Feb., General—Dodwell, Carrill & Co.  
 NAMOA, British steamer, 863, Goddard, 4th Feb.—Fochow 27th Jan., Amoy 28th, and Swatow 3rd Feb., General—D. Laprak & Co.  
 DOM JUAN, Spanish steamer, 651, R. Beltan, 4th Feb.—Manila 1st Feb., General—Brandt & Co.  
 ZAMBERS, British steamer, 1,651, Edwards, 4th Feb.—Victoria, B.C., and Japan 30th Jan., General—Gibb, Livingston & Co.  
 DONAR, German steamer, 1,649, B. Grundmann, 4th Feb.—Karatsu 28th January, Coals—Wiel & Co.  
 KONG BING, British steamer, 862, Jackson, 4th Feb.—Yokohama 29th Jan., Coals—Yuen Fat Hong.  
 BISAGNO, Italian steamer, 3,400, L. Baccarini, 4th Feb.—Bombay, and Singapore 27th Jan., General—Carlowitz & Co.

CLEARANCES AT THE HARBOR OFFICE.  
 Presto, German steamer, for Halphong.  
 Palamed, British steamer, for Amoy.  
 Peking, German steamer, for Shanghai.  
 Glenog, British steamer, for Shanghai.

DEPARTURES.  
 February 4, *Fooking*, British str., for Canton.  
 February 4, *Emeralda*, British str., for Manila.  
 February 4, *Triumph*, German steamer, for Hongkong.  
 February 4, *Malwa*, British steamer, for Singapore.  
 February 4, *Formosa*, British steamer, for Swatow.  
 February 4, *Asagao*, Japanese steamer, for Nagasaki.  
 February 4, *Nanshan*, British str., for Swatow.  
 February 4, *Dora Fortier*, British steamer, for Kutchinotzu.

PASSENGERS—ARRIVED.  
 Per *Palamed*, str., from London, &c.—Miss Buckley, Captain Pallitt, Mr. Macfarlane, and 51 Chinese.  
 Per *Empress of India*, str., from Vancouver, &c.—Mr. and Mrs. Wheelock, Misses Kupper, Masson, M. Ambrose, Dr. J. Steele, Messrs. P. Brown, R. Ashworth, N. Holmer, W. Johnston, W. L. Matthews, G. H. Millward, J. Payne, E. F. Wren, F. Joatt, Chas. A. Koben, Mrs. Mather, E. Monaco, and 63 Chinese (steerage).  
 Per *Namoa*, str., from Fochow, &c.—Mr. Holliday, and 27 Chinese.  
 Per *Zambers*, str., from Victoria, B.C., &c.—31 Chinese.  
 Per *Don Juan*, str., from Manila—1 European.

DEPARTED.  
 Per *Malwa*, str., for Singapore—Messrs. Franklin R. Kendall, W. H. Shelford, H. W. H. Stevens, L. Crawford, H. C. Edmonds, and J. Deen. For Bombay, Major Ricardo S. C. Mendes, Lieut. Julio A. F. da Silva, Sergeant Joao E. F. de Aragao, Sergeant J. P. de Azevedo, Ensigne Luis A. de Oliveira, Peadar, Antero A. da Silva Vidigal, F. de S. Puga da Costa Campos, Gabriel S. Fernandes, Pledade Fernandes, and Hypolito Peres. For Port Said—Lieut. Andreoff. For Brindist—Mrs. Mary W. Rudge Perkins. For London—Mr. and Mrs. Gollam. From Shanghai for Calcutta—Lord Digby. For London—Messrs. J. Nielsen and Calisen. From Japan for London—Miss Brest and child, and Captain Dandley. For Marsella—Mrs. Blackwell, and Miss Holliday. For Formosa, str., for Amoy—Mr. Martin Speyer. For Tamul—Mr. J. Danemann.

REPORTS.  
 The British steamship *Zambers* reports that she left Victoria, B.C., and Japan on the 10th ultimo. Had light north-east winds and fine weather.  
 The British steamship *Palamed* reports that she left London on the 18th December, and Singapore on the 28th ultimo. Had fine weather throughout.  
 The British steamship *Guthrie* reports that she left Kobe on the 29th ultimo. Experienced moderate to fresh variable winds to Turnabout; thence had light north-east monsoon and hazy weather to port.  
 The British steamship *Glenog* reports that she left New York on the 15th December. Encountered strong to moderate winds in the Atlantic Ocean; arrived at Gibraltar on the 18th. Had moderate winds and fine weather in the Mediterranean Sea; arrived at Port Said on the 19th ultimo. Light winds and calms in the Red Sea; arrived at Aden on the 12th. Experienced fresh to moderate monsoon with strong adverse currents to Singapore on the 28th at 5 a.m. Left on the 29th at 4 p.m. Had light moderate monsoon and fine weather to port at 5 p.m. yesterday.

## Post Office.

A MAIL WILL CLOSE.  
 For Yokohama and Higo.—Per *Agata* tomorrow, the 5th instant, at 11.30 a.m.  
 For Nagasaki, Kobe, and Yokohama.—Per *Yuzo* tomorrow, the 5th instant, at 11.30 a.m.  
 For Shanghai.—Per *Glenog* tomorrow, the 5th instant, at 11.30 a.m.  
 For Shanghai.—Per *Cat-yuen* tomorrow, the 5th instant, at 3.30 p.m.  
 For Shanghai.—Per *Peking* tomorrow, the 5th instant, at 3.30 p.m.  
 For Timor, Adelaide, Melbourne, and Sydney.—Per *Guthrie* on Saturday, the 6th instant, at 1.30 p.m.  
 For Amoy and Manila.—Per *Don Juan* on Saturday, the 6th instant, at 3.30 p.m.  
 For Saigon.—Per *Amigo* on Saturday, the 6th instant, at 5.00 p.m.  
 For Singapore.—Per *Tehran* on Monday, the 8th instant, at 11.30 a.m.  
 For Straits and Calcutta.—Per *Kutang* on Tuesday, the 9th instant, at 11.30 a.m.

SHIPPING IN HONGKONG.  
 STEAMERS.  
 AOLIA, German steamer, 1,666, Christiansen, 2nd February—Hamburg, and Singapore 27th Jan., General—Stemson & Co.

HONGKONG—STEAMERS.  
 Continued.  
 AMIGO, German steamer, 771, Krellner, 1st Feb.—Saigon 27th January, Rice—Wiel & Co.  
 AYOCHE, British steamer, 1,056, T. Rowin, 28th Jan.—Hongay 26th Jan., Coals—Jardine, Matheson & Co.  
 BENGLOU, British steamer, 1,158, R. Farquhar, 30th Jan.—Nagasaki 25th Jan., General and Coals—Gibb, Livingston & Co.  
 CATTAKHOU, British steamer, 1,480, Neil Shannon, 30th Jan.—Sydney 6th March, Bay City, Townsville, 12th, Cooktown 12th, Thursday Island 15th, and Port Darwin 20th, Coals and General—Gibb, Livingston & Co.  
 CHU-YUEN, Chinese steamer, 1,217, C. R. Null, 3rd Feb.—Swatow 2nd Feb., General—C. M. S. N. Co.  
 CHOW-CHOW-FOO, German steamer, 796, F. Clausen, 13th Jan.—Manila 10th Jan., General—Melchers & Co.  
 CROWWA, British steamer, 1,057, F. W. Phillips, 1st Jan.—Bangkok 28th Jan., General—Yuen Fat Hong.  
 CUTSAM, German steamer, 623, W. Wendt, 16th Dec.—Hollow 15th Dec., Ballast—C. M. S. N. Co.  
 CITY OF PEKING, American steamer, 3,120, 30th Jan.—San Francisco 31st Dec., and Yokohama 23rd Jan., Mails and General—F. M. S. S. Co.  
 CONTINENTAL, Dutch steamer, 672, C. Schall, 1st Feb.—Halphong 30th Jan., General—Order.  
 FAMP, British steamer, 117, Captain MacIsaac, 1st Feb.—Hongkong Government tender.  
 KUTSAM, British str., 1,490, W. Hall Jackson, 2nd Feb.—Calcutta 16th Jan., Penang 23rd, and Singapore 27th, General—Jardine, Matheson & Co.  
 LOO SOK, British steamer, 1,020, A. Benson, 19th Jan.—Samarang 9th Jan., Sugar—Yuen Fat Hong.  
 NORMANIA, British steam yacht, 600, R. Humphries, 30th Jan.—Singapore 21st Jan., General—Order.  
 PERA CHOM KLAO, British steamer, 1,011, J. Fowler, 26th Jan.—Pekalongan 8th Jan., and Surabaya 14th, Singapore—Butterfield & Swire.  
 PICCOLA, German steamer, 875, E. Haas, 17th Jan.—Hollow 16th Jan., General—Melchers & Co.  
 PILOT FISH, British steamer, 161, A. Stoppel, 1st Feb.—Hongkong and Whampoa Dock Co.  
 PARETO, German steamer, 655, J. Jensen, 30th Jan.—Halphong 28th January, General—Stemson & Co.  
 RADNORSHIRE, British steamer, 1,889, F. Davies, R.N.R., 2nd Feb.—Singapore 26th Jan., General—Dodwell, Carrill & Co.  
 RIO, German steamer, 1,009, Ulstrup, 31st Jan.—Mojit 26th Jan., Coals—Wiel & Co.  
 SIAM, British steamer, 904, J. M. Tulloch, 1st Feb.—Singapore 25th January, General—Chinese.  
 SIEHAN, British steamer, 854, E. F. Stovell, 2nd February—Saigon 28th January, Rice—Kin Tye Loong.  
 SUSSKY, British steamer, 1,620, H. F. Holt, 15th Jan.—Portland, via Victoria, and Mojit 10th Jan., Flour and Matches—Gibb, Livingston & Co.  
 THEKLAN, British steamer, 1,684, J. F. Johnson, 3rd Feb.—Bombay 14th Jan., and Singapore 27th, General—F. & O. S. N. Co.  
 TORINGTON, British steamer, 1,163, Geo. R. Berwick, 2nd Feb.—Hamburg, via Toronto 31st January, Coal and General—Dodwell, Carrill & Co.  
 VELOX, German steamer, 636, Johannsen, 11th Dec.—Canton 11th December, General—Stemson & Co.  
 VERONA, British steamer, 1,876, F. H. Seymour, 2nd February—Yokohama, Mails and General—F. & O. S. N. Co.

SAILING VESSELS.  
 ARON, Norwegian bark, 654, A. Christensen, 22nd Nov.—Singapore 16th Oct., Timber—Kwong Mow Tye.  
 AVRORA, British bark, 295, O. Wagener, 8th Jan.—Singapore 23rd Nov., General—Chinese.  
 COLOMA, American bark, 870, C. M. Noyes, 2nd Jan.—Portland, Oregon 31st Oct., Spars and Lumber—Order.  
 EXETER, Chinese bark, 457, Examina Ophiam lion bulk, Stouckentons Island—Chinese Customs.  
 GOV. ROBE, American ship, 1,627, A. Nichols, 30th Nov.—New York 7th July, Kerosene Oil—Order.  
 JOSEPHUS, American ship, 1,400, Smithwick, 25th Jan.—New York 14th August, Kerosene Oil—Order.  
 STANFIELD, British bark, 570, J. Clark, 25th Jan.—Bangkok 5th Jan., General—Melchers & Co.  
 VELOCITY, British bark, 491, R. Martin, 19th Dec.—Honolulu 5th November, Ballast—Chinese.

CHESNEY DUNCAN, Hongkong, 5th January, 1892.  
 YUNG KEE & Co., FROM SHANGHAI.  
 EXECUTE PAINTING, Colour washing, Polishing, Decorating and Ornamenting Rooms and Walls, French Polishing, &c., &c.  
 Furniture and Cabinet Makers.  
 Have just completed contracts and received satisfactory Testimonials from Victoria Hotel, Kowloon Club, Spanish Procurement, &c., &c.  
 No. 25, LYNCHBURST TERRACE, HONGKONG.  
 Hongkong, 19th December, 1891. [1523]

NOTICE.  
 JAYE'S SANITARY COMPOUNDS COMPANY, LIMITED.  
 JAYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.  
 THE Underlined have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.  
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London.  
 "It is the best Disinfectant in use."  
 W. G. HUMPHREYS & Co., Bank Buildings.  
 Hongkong, 19th June, 1883. [19]

Intimations.  
 THE PUBLIC PROTECTION FUND.  
 NOTICE TO SYMPATHISERS.  
 AS there appears to be some misunderstanding respecting subscriptions to the above Fund I have to state that I shall be happy to receive any sum which friends, sympathisers and supporters of Mr. R. FRASER-SMITH may feel disposed to contribute towards defraying the damages and costs incurred by the defendant in the recent libel suit, *Mitchell v. Fraser-Smith*.  
 CHESNEY DUNCAN, Hongkong, 5th January, 1892. [63]

TO BE LET.  
 NO. 18, HOLLYWOOD ROAD.  
 Apply to DAVID SASSOON, SONS & Co., Hongkong, 4th December, 1891. [32]

TO LET.  
 THE PREMISES known as Bowington Foundry with Dwelling House (6 Rooms).  
 ALSO.  
 A Large GODOWN, SHEDS and YARD. For further particulars, apply to GORDON & Co., Hongkong, 16th December, 1891. [36]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.  
 TO LET.  
 AT KOWLOON.  
 A FEW HOUSES IN KNOTSFORD TERRACE containing 5 Rooms each and Bath-rooms. Tennis Courts. Healthy situation. Cheap Rent.  
 Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 6th August, 1891. [26]

Hotels.  
 THE SHAMEN HOTEL, BRITISH CONCESSION, CANTON.  
 THIS FIRST CLASS HOTEL, admirably situated within a few minutes' walk of the River Steam Wharves, is now open to receive Visitors.  
 The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.  
 The Table D'Hôte is supplied with every luxury in season, and the cuisine is in expert hands.  
 Wines, Spirits, Malt Liquors, etc., of the best quality only.  
 A WELL APPOINTED BILLIARD ROOM.  
 A. E. DO ROZARIO, Manager.  
 Hongkong, 1st September, 1891. [1189]

## Mails.

U. S. MAIL LINE.  
 PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.  
 PROPOSED SAILING FROM HONGKONG.  
 City of Peking ..... Tuesday 9th Feb.  
 China ..... Wednesday 23rd Mar.

THE U. S. Mail Steamship  
 "CITY OF PEKING" will be despatched for SAN FRANCISCO, via YOKOHAMA, on TUESDAY, the 9th Feb., at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.  
 From Hongkong, First-class.  
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. .... \$225.00  
 To Liverpool and London ..... 325.00  
 To Paris and Bremen ..... 345.00  
 To Havre and Hamburg ..... 335.00  
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.  
 RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.  
 DESTINATION. 30 day Tickets. Continuous Trip Tickets.  
 Kansas City, Mo., Omaha, Neb. 285.00 291.50  
 St. Louis, Mo. 291.50 297.50  
 St. Paul, Minn., Minneapolis, Minn. 297.50 303.50  
 Chicago, Ill. 297.50 303.50  
 Milwaukee, Wis. 297.50 303.50  
 Cincinnati, Ohio 297.50 303.50  
 Columbus, Ohio 297.50 303.50  
 Detroit, Mich. 297.50 303.50  
 Cleveland, Ohio 297.50 303.50  
 Toronto, Canada 297.50 303.50  
 Pittsburgh, Penn. 297.50 303.50  
 Niagara Falls, N.Y., Buffalo, N.Y. 297.50 303.50  
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 Montreal, Canada 297.50 303.50  
 Philadelphia, Penn. 297.50 303.50  
 New York 297.50 303.50  
 Boston, Mass. 297.50 303.50  
 Portland, Maine 297.50 303.50

All the above Rates are in Mexican Dollars.  
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.  
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.  
 Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—  
 4 months ..... \$337.50  
 12 months ..... \$397.50  
 Time is reckoned from date of issue to date of re-embarkation at San Francisco.  
 Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare.  
 This allowance does not apply to through fares from Japan to Europe.  
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
 Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.  
 Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
 For further information as to Passage and Freight, apply to the Agency of the Company No. 72, Queen's Road Central.  
 J. S. VAN BUREN, Agent.  
 Hongkong, 23rd January, 1892. [1]

Intimations.  
 FROM Padder's Hill, a FOX TERRIER DOG PUPPY.  
 The Finder will oblige by returning it to the "HONGKONG TELEGRAPH" Office, Hongkong, 2nd January, 1892.

Intimations.  
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## Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.  
 TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.  
 Oceana (via Honolulu), Tuesday 16th Feb.  
 Galle, Thursday 17th March  
 Belgic, Tuesday 5th April.

THE Steamship "OCEANIC" will be despatched for San Francisco, via Yokohama and Honolulu, on TUESDAY, the 16th Feb., at 1 p.m. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.  
 From Hongkong, First-class.  
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. .... \$225.00  
 To Liverpool and London ..... 325.00  
 To Paris and Bremen ..... 345.00  
 To Havre and Hamburg ..... 335.00  
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.  
 RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.  
 DESTINATION. 30 day Tickets. Continuous Trip Tickets.  
 Kansas City, Mo., Omaha, Neb. 285.00 291.50  
 St. Louis, Mo. 291.50 297.50  
 St. Paul, Minn., Minneapolis, Minn. 297.50 303.50  
 Chicago, Ill. 297.50 303.50  
 Milwaukee, Wis. 297.50 303.50  
 Cincinnati, Ohio 297.50 303.50  
 Columbus, Ohio 297.50 303.50  
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 Cleveland, Ohio 297.50 303.50  
 Toronto, Canada 297.50 303.50  
 Pittsburgh, Penn. 297.50 303.50  
 Niagara Falls, N.Y., Buffalo, N.Y. 297.50 303.50  
 Washington, D.C., Baltimore, Md. 297.50 303.50  
 Montreal, Canada 297.50 303.50  
 Philadelphia, Penn. 297.50 303.50  
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 Portland, Maine 297.50 303.50

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 J. S. VAN BUREN, Agent.  
 Hongkong, 23rd January, 1892. [1]

Intimations.



WORKING ACCOUNT.	
To Wages of permanent staff .....	67,441.35
" Crown rent .....	7,271.42
" Taxes .....	5,095.20
" Charges (office and telephone .....	5,021.61
" Stationery and printing .....	1,355.30
" Legal expenses on debentures .....	5,021.61
" Expenses on cargo and coal .....	636.00
" Expenses on lighters .....	1,355.30
" Expenses on launches .....	1,911.15
" Coal for launches .....	40,621.08
" Rent of West Point godowns .....	3,434.58
" Repairs .....	2,435.05
" Interim dividend .....	3,586.43
" Final dividend .....	9,000.00
" Auditors' fees .....	1,700.00
" Balance to be carried to new .....	1,270.00
By Balance from 1890 .....	2,729.1
" Bonus for 1890, fire insurance .....	9,774.12
" Wharfage, storage, landing .....	40,621.08
" Commission .....	30,000.00
" .....	6,000.00
" .....	500.00
" .....	15,459.84
" .....	3,586.43
" .....	190.00
" .....	249,266.15
" .....	397.67
" .....	325,434.71

PROFIT AND LOSS ACCOUNT.	
(Surplus).	
To Interest account .....	37,863.02
" Crown rent .....	3,651.71
" Fractional certificate account .....	634.18
" Kerosine godown account .....	386.45
" Am. units written off as follows: .....	
" Kowloon wharves .....	770.60
" Rolling stock .....	2,470.99
" Launches .....	3,434.58
" Lighters .....	6,386.53
" West Point .....	7,271.42
" Rolling Stock .....	2,470.99
" Furniture account .....	1,651.76
" Plant Account .....	7,311.60
" Balance .....	18,041.78
" .....	264,743.09
" .....	346,205.34
By Balance from 1890 .....	345,887.99
" Premium on debentures .....	187.50
" Sale of timber .....	187.50
" .....	346,205.34

EDWARD OSBORNE,  
Secretary.

THOS. L. ROSE,  
F. HENDERSON, } Auditors.  
Hongkong, 2nd February, 1892.

# WHAT IS THIS DISEASE THAT IS COMING UPON US?

LIKE A THIEF IN THE NIGHT.

Suspicious characters have been noticed lurking near the *Telegraph* office lately, and police protection was asked, as it was feared an attempt would be made to steal the Goat. Yesterday the miscreants effected their purpose, and to-day we discovered that we had been robbed—not of the miscreant animal, but of the product of his gigantic brain. The office of *Telegraph* back numbers has been cut out and thrown away. It has been stolen about half a column from our issue of January 29th. Evidently the wretch was in great straits of poverty, for he could have got the whole paper for ten cents. But instead he cut the piece from our file, which is now mutilated and valueless. We can understand anybody committing any crime through a yearning desire to read our words of wisdom; but we could not understand why just this piece was cut out. But now—now is the winter of our discontent—

January 29th. *China Mail*. *Daily Press*.

The performance was opened by a "fair house entrance" in which some day the housewife would be displayed.

The "Shower" given by Victor and Mary was also a noteworthy feature, and was followed by an exhibition of most interesting and beautiful acrobatic feats.

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## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

To the Editor of the "HONGKONG TELEGRAPH."

SIR,—I am no anarchist, desirous of the abolition of ancient rights and privileges, but an honest tax-payer of the colony of Hongkong, and as such I would ask you to favor me with an answer to the following question:—"Do the public, or to the military, belong the streets and streets of this colony?"

My reason for troubling you with this question is that the *Telegraph* is the only recognized medium of genuine public opinion, and that your contemporaries are such withered and spent productions that it would be useless to seek a solution of the above query through their columns. My complaint was born of an incident that occurred whilst I was returning from the Race Course this morning. I was driving a nervous pony and had the ill luck to meet a

squad of artillery men (from fifty to seventy strong) marching towards Happy Valley in charge of a couple of military sergeants. They were four abreast, and being devoid of ordinary decency had the insolence to keep the very centre of the road. I tried to force the pony past them, or through their ranks, but he being of a high-strung temperament shied at the mass of ugliness that was approaching and unfortunately did not even give me time to use my whip on the two men in charge. The pony ran off the road and all-but collided with a tree simply because a company of soldiers considered that they had an absolute right to the road.

It would be for the local military officers to issue instructions to their "officers" that when marching through the streets in companies ordinary intelligence should be exercised if possible.

Hoping that my effort to cause the prevention of like incidents to the above will have the desired effect.

I am, etc., "JEHU."

Hongkong, 4th February, 1892.

[From past experience we doubt not that our correspondent has ample grounds for complaint and with him we regret that he was prevented from exercising his right to the road at the end of a carriage wheel. He may rely that the Colonel will do all that is necessary.—Ed., H.K.T.]

## AN ADVENTUROUS VOYAGE.

THE "ZAMBESI'S" EXPERIENCES.

We have been courteously favoured by Captain Edwards of the "Upton" liner *Zambesi*, which arrived in port this forenoon from Portland, with the following information respecting the voyage from Hongkong to Portland, Oregon, which he recently completed.

On rounding Cape Flattery a violent gale from the southwest was encountered, with thick weather and heavy sea, spray enveloping the ship in a regular smother. As it was impracticable to keep on the course, the ship's head was turned to the wind and the engines slowed down. On Tuesday, the 8th Dec, the ship was about twenty-five miles south of the mouth of the Columbia, when a singular-looking craft was sighted three or four miles off the coast flying signals of distress. On steaming down near her she was found to be the whole-black steamer *Charles W. Wetmore* from New York, bound to the Sound. She was flying signals which read: "Rudder disabled; cannot steer."

RESCUING THE WHALBACK.

Captain Edwards set to work to pass a hawser to the *Wetmore* by attaching buoys to the end of it and paying it out astern, and then steamed back and forth, endeavoring to get the hawser in such a position that the crew of the whalback could seize it. After working for six hours this scheme was found impracticable, and finally a boat was launched by the *Wetmore* and the hawser secured, carried on board and made fast. As there was a very heavy sea running, and the *Wetmore* with her cargo of machinery, was very heavy, the *Zambesi* started up at a slow rate and towed the *Wetmore* the rest of the day and that night.

THE HAWSER PARTED.

Wednesday morning the hawser parted about 8 o'clock when they were within a quarter of a mile off the breakers at the mouth of the Columbia, and in a position of great danger. After repeated efforts a second hawser was made fast to the *Wetmore*, but not until Captain Edwards had nearly arrived at the conclusion to abandon her, but the captain begged not to be left, so he ran off a little and waited for a pilot. At 3 P.M. a pilot came aboard and they started in. The tow was so heavy that it was found necessary to make snags in the hawser fast to her on the port side before crossing in.

HEAVY SEAS.

The sea on the bar was tremendous, making a clean sweep over both crafts. The officers of the *Zambesi* on the bridge and house would have been swept away only for a line stretched across from the iron darts, to which they clung. In crossing in, the huge iron bits on the quarter, to which the second hawser was fast, were broken away and the hawser parted, and the chances of the *Wetmore* being towed in were very dubious, but they found their way through the breakers into comparatively smooth water, and reached the wharf at Astoria at 9 o'clock on Wednesday evening, all on board both crafts glad to be safe in port.

CLAIMS FOR SALVAGE.

Captain Edwards entered his claims for salvage before Vice-Consul Cherry and also before a notary public. He claims one-third the value of the *Wetmore* and cargo. This value is estimated at \$750,000, which if his claim is allowed, will give \$250,000 to be divided among the owners, officers and crew of the *Zambesi*.

After hearings says he began to lose his temper two weeks ago when off the Galapagos Islands and it dropped off bit by bit as the survivors fell out, but he hoped to make his destination, Port Townsend. Under the circumstances, however, he was very glad to get into the Columbia river. He is negotiating for a boat to tow the *Wetmore* to Port Townsend. She had been out from New York eighty-three days when she was picked up.

THE WHALBACK'S CARGO.

The *Wetmore* is loaded with machinery and material for staying a yard on the Sound to manufacture whalback vessels, and it has been said that the vessel and her cargo were worth \$1,000,000. So much has been said in regard to the whalbacks in the papers that most people understand what they are. They are the invention of Captain Alexander McDougall and were first built at Duluth on Lake Superior.

The hull of the whalback—or that part which rests in the water, differs only slightly from the old type of hull. The new features are the ends and the sliding way with upper works by turning the slides over to meet in a sort of turtleback form. The ends taper off gradually and reverse the old theory that a vessel's bow and stern should be high above the water. They are better submerged, McDougall thinks, and so when a whalback is in a rough sea she is practically all submerged, and the waves roll over her without meeting any resistance. Then again, the bow and stern are made as they are to avoid the weight of the old style ends, which it is said, strain and weaken all boats which carry them.

After arriving at Portland on the 6th December Captain Edwards, of the *Zambesi*, stated that the filing of his statement in regard to the rescuing of the whal-

back steamer *Charles W. Wetmore* with the British vice-consul and a notary public at Astoria would not suffice to secure any salvage, so he and William Dunbar, Upton's agent, at once took steps to file a libel in the United States circuit court against the *Wetmore*.

After keeping a hawser busy for three hours running hither and thither, the necessary hawser was fixed, and a warrant for the arrest of the *Wetmore* sent to Astoria on the night boat. The libel sets forth the fact of the *Wetmore* being found disabled and being towed into Astoria by the *Zambesi*, and alleges that as the value of the *Wetmore* is \$200,000, and her cargo is worth \$500,000, the services rendered her were reasonable worth \$250,000.

The *Wetmore* was taken charge of by a deputy United States marshal, and before she can be released her owners will have to furnish bond in the sum of \$500,000.

The reasons for the haste in this matter are that it is desirable that the suit should be brought in the court here, as Upton's agent is here, and if the *Wetmore* should start for the Sound, in low or otherwise, and be lost on the trip, the *Zambesi* could collect nothing for the services she rendered.

Salvage cases are not common here, that of Captain Flavel against the steamship *Queen of the Pacific* for pulling her off the sands at the mouth of the Columbia, being about the only one ever tried in Portland. Several tugs were engaged in assisting the *Queen of the Pacific* off the sands on which she had stuck, and the court allowed them something over \$60,000, which was divided among all concerned.

In such a case a great many things have to be taken into consideration by the court, such as the value of the vessel saved and her cargo, the peril in which she was, the value of the rescuing vessel and crew, the amount of labour performed, and the risk run in saving the disabled ship.

The salvage allowed is decided between the owners of the ship, the officers and crew—very often one down to the cook getting a share according to the wages he is paid.

THE SETTLEMENT OF THE "ZAMBESI" CASE.

The court of admiralty at Victoria, after investigating the *Zambesi-Facile* *Dutard* case, gave judgment that the *Dutard* was to blame for the collision for not having a foghorn aboard.

The *Zambesi* was navigated with skill and care, and was compelled to go at a certain speed, and was technically in error, the damages would have to be divided. Concerning the salvage, the court held that the rescuer could not reach port by herself, and the award was made as follows: Five-eighths to the owner of the vessel; one-eighth to the master, and one-eighth to the crew of the *Zambesi* in ratio to their wages. The first opinion of the court was that the *Dutard* should pay all costs, but at the request of her counsel the matter was held in reserve for future argument.

CAPTAIN EDWARDS COMPLIMENTED.

Captain Edwards, of the steamer *Zambesi* has been paid a high compliment for his skillful seamanship by A. H. Huxley, keeper of the life saving station at Fort Canby. Mr. Huxley wrote as follows under date of December 10th:

"This station was yesterday visited to a great feat of seamanship in the putting a lawyer almost aboard the steamer *Wetmore*, which was in close to the breakers at 9 a.m. by the British steamer *Zambesi*. The act was witnessed by myself and several others from the look out at the lifehouse, and all said it was a brave and skillfully accomplished work."

We understand that the six-figure claim will be settled upon the return of the *Zambesi* to Portland early in the week, while congratulating the gallant skipper and his crew on their good luck, they will receive the full reward which their efforts deserve.

## NEWS BY THE AMERICAN MAIL.

MADRID, December 28th.

The Cabinet finally drop all the tariff bill today. The measure includes a provision for the imposition of minimum duties on imports from countries having treaties with Spain, and the placing of minimum rates on imports from other countries. The duty on cereals is raised.

MONTEAL, December 28th.

The grip has a firm hold in Montreal and now claims 1000 cases. It affects its victims in a different way than before—pains in the stomach and headache, followed by weakness in the lower limbs—but the attack only lasts in most cases from four days to two weeks. The street railway company, the police force and fire brigade are now suffering. Out of 371 men on the police force, 400 have been laid up with it.

RUSSIA, December 28th.

The upper house of the Hungarian Diet has passed the treaties recently negotiated between Austria-Hungary and Germany, Belgium, Switzerland and Italy separately. These treaties have been passed by the lower house already. The Diet then dissolved.

NEW YORK, December 28th.—Word was received here to-day of the death of Hon. Cornelius F. Vanderbilt, the late of the City of New York, at the residence of his son, John D. Vanderbilt, at the age of 79 years and 10 months.

BUNOS AYRES, December 28th.—The United States vessel *Yankee* is expected to arrive in the Rio de la Plata to-morrow, as she is also three ships of the American White Squadron. They have been sighted off the coast.

QUEBEC, December 28th.—The Marine Department has been notified that a shipwrecked crew has been cast away on Bird Rock in the Gulf. It is thought that a few days ago.

SAN SALVADOR, December 28th.—It is believed that Salvador and Nicaragua will send plenipotentiaries to Comayagua to demand an explanation in regard to the presence of Guatemalan troops on Honduran territory.

LONDON, December 29th.

An interesting meeting of shareholders of the London Nitrate Company was held to-day. Much discontent was created among the shareholders when the chairman submitted his report, which announced the loss of £216 on the year's operations of the company. Harrison, one of the stockholders, said the Diluvian nitrate fields owned by the company had been practically exhausted by the vendors before they sold them to the company. He declared that grave misrepresentations had been made and suggested the company wind up its affairs. This suggestion that the company go out of business was met with cries of "Not yet! Not yet!"

Colonel North, the "Nitrate King," then whom none is supposed to be more thoroughly qualified to judge of the value of the nitrate deposits, denied the statement that the mines owned by the company were worked out. To show his belief in the value of the property he said he was willing to give £50,000 for the nitrate fields in question, and in addition would assume all the liabilities of the company. He concluded by declaring that he was prepared to buy at the market value all the company's shares offered to him. The meeting finally adopted the report of the chairman.

Gladstone replying to a correspondent inquiring the position of the labor question in Parliament if the Irish members are withdrawn, says: "The fear that British labor will be unable to fight its own battle without the Irish members is entirely visionary, nor do I know that the Irish members will withdraw under home rule."

While general indignation prevails over the way in which Mrs. Osborne has been suffered to escape, the sympathy of her friends is greatly increased by the fact that she is enceinte.

The explanation now given of her action in stealing the jewels is that she was indiscreet before marriage with a man of good family. This man pre-empted great indignation at her engagement to Mr. Osborne, and declared that it was his intention to be present at the marriage and make things unpleasant. She begged him not to betray her, and at last induced him to agree that as she was about to marry a rich man she would pay him £500 as a condition of his silence.

From inquiries made in behalf of the German Embassy relative to the sailing of the *Tautonic* and from reports that have come from Berlin, there is reason to believe that the German Kaiser intends a visit incognito to the United States. It is expected that the Kaiser will travel by one of his minor fleets, probably as Count Harrnburg. The *Tautonic* will leave Liverpool for New York on January 6th, and if the Kaiser goes it will be probably on that date.

Gladstone is 84 years old to-day. He is at present at Biarritz, a French watering place on the Bay of Biscay, where he is seeking to recruit his strength in order to perform the Parliamentary duties before him.

ST. PETERSBURG, December 29th.

A dispatch from Baku, on the west coast of the Caspian sea, states that a riot occurred there which had its origin in the attempt of a mob to lynch a thief caught in the act of robbing a house. The mob would undoubtedly have carried their intentions to effect had not the police charged them and finally rescued the man. The crowd then turned its attention to seeking the thieves of the city. The police were absolutely powerless, but the soldiers made short work of the rioters, charging upon them, heedless of the consequences. A large number of the crowd were injured, some quite seriously. Order was restored in a short time.

STOCKHOLM, December 29th.

The King shows little if any improvement. The attack of influenza from which he is suffering is a severe one and his lungs are affected. The Crown Prince is acting as regent of the kingdom.

MONTEAL, December 29th.

It is stated that Mercer, acting in his official capacity as Premier of Quebec, but without being authorized to do so by order in council, and consequently without sanction of the crown, passed a contract with Langis, a stationer of St. Roch, in virtue of which he was to furnish all goods in his line required in every public office in the province for four years, no contract being stipulated. Two letters of credit for \$30,000 each were given to Langis and are now under dispute at one of the city banks. All the *Langis* received \$60,000 of the people's money. It is alleged that he only furnished \$10,000 worth of stationery. Rumor has it that the ex-minister or his son is deeply interested in this or other stationery contracts.

BERLIN, December 29th.

The North German Gazette says, it learns from a reliable source that Dr. Von Holleben, at present German Minister to Japan, is to be transferred to Washington, when he will represent Germany in the place of Count Arce Valley, who died some time ago. Baron Von Holleben is transferred to Tokyo, to take the place made vacant by the transfer of Dr. Von Holleben. Dr. Von Winkler, now holding the position of Secretary of the German Legation at Constantinople, will, according to information furnished by the *North German Gazette*, be appointed Minister to Mexico.

Redmond presided, at a meeting of the National League here to-day. The members present congratulated themselves and Redmond upon his election. He declared that the victory in the United States was the beginning of the revival of the Irish formerly placed in the Pirelles, and that the prospect of that action of the Irish party were now bright.

ROME, December 29th.

Reports to the contrary notwithstanding, the Pope appears to be in excellent health. Yesterday he celebrated mass in the Sistine Chapel. The deposition of Monsignor Falchi from the position of prelate and vicar-general of the Apostolic Chamber is considered an evident sign of the ineffectiveness of the present administration.

This degradation is the result of the report of the commission of cardinals appointed to inquire into the financial position of the Holy See. The administration of Peter's pence and of the Vatican finances will henceforth be entrusted to a commission of seven cardinals. The deficit brought about through the mismanagement of Falchi amounts to between 18,000,000 and 20,000,000 lire.

RIO JANEIRO, December 29th.

The revolt at Deserto, capital of the State of Santa Catharina, against the Governor continues. There seems to be every prospect of another outbreak at Vigorim, which refuses to submit to President Peixoto's orders.

BRATISLAVA, December 29th.

The municipal authorities waited upon Gladstone to-day and congratulated him upon the occasion of the anniversary of his birthday. Fifteen members of the British Club also called and presented him with a floral crown.

CONSTANTINOPLE, December 29th.

Owing to a report that an attempt had been made to assassinate the Turkish Emperor, the Sultan has been obliged to leave Constantinople for a few days.

LONDON, Dec. 30th.

Truth, Henry Labouchere's paper, publishes an article on Canada's future, and the troubles in the Province of Quebec. *Truth* says that the manifest destiny of the Dominion is to become the new United States or to become attached to the great republic. The change is inevitable, and the sooner it occurs the better.

The emancipation of the grotesque Dominion and its absorption in the United States would be a benefit to the Canadians and also to Great Britain. Such a course would relieve Great Britain of the necessity of engaging in transatlantic squabbles in which she has no concern. It would, moreover, give the Canadians that energy and enterprise which more colonies can possess. The paper further says Canada once free, Australia would soon follow.

Canada talk of Australian loyalty to the British crown, *Truth* says, is all nonsense.

The influenza is epidemic in the eastern part of the county of Kent. In Dover, one of the principal towns of the county, the authorities are attempting to stamp out the disease by the rigorous application of laws pertaining to the public health, which makes it an offence for a person suffering with the contagious disease to visit public places. It is generally conceded by medical authorities that the influenza is a contagious disease. Consequently a number of persons suffering from that malady and who frequented public places were charged with violating the health laws. Three of them were convicted and each fined £5. This is believed to be the first instance in England of persons suffering from influenza being fined for endangering the public health by coming in contact with the general public.

In the city of Canterbury as many people are ill with the influenza as in many business establishments have been compelled to close on

## Intimations.



## ANNUAL STOCKTAKING. IMPORTANT CLEARANCE SALE, COMMENCING MONDAY NEXT. SEE CIRCULARS AND EXPRESSES. HONGKONG TRADING CO., LTD., 4, QUEEN'S ROAD AND DUDELL STREET. Hongkong, 1st February, 1892.

account of a lack of clerks and employees. An epidemic resembling the influenza is causing ravages among horses at Normanton. Work has been stopped in the pits and thousands of miners are idle.

A dispatch from Masterton, New Zealand, says that at a wedding feast yesterday a fiver mixed with the food a poisonous substance which he supposed to be E-vom salts, and as a result thirty persons were poisoned. Two are already dead and others are critically ill.

Sensational reports are in circulation to the effect that the convicts in the Wormwood Prison had mutinied. The story is told with great particularity of detail and sensationalism. An investigation revealed the truth of the matter, showing that none of the convicts escaped. A number of prisoners determined to make a break for liberty, and Saturday last attempted to put their plans into effect. During the religious services thirty of them sprang from their benches and made a rush for the main door. But the warders were not caught napping, however, and the convicts had hardly started before they were checked by revolvers.





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account of a lack of clerks and employees. An epidemic resembling the influenza is causing ravages among horses at Normanton. Work has been stopped in the pits and thousands of miners are idle.

A dispatch from Masterton, New Zealand, says that at a wedding feast yesterday a jester mixed with the food a poisonous substance which he supposed to be Epsom salts, and as a result thirty persons were critically ill. Two are steadily recovering and others are critically ill.

General reports are in circulation to the effect that the convicts in the Wormwood Prison had mutinied. The story is told with great particularity of detail and sensationalism. An investigation revealed the truth of the matter, showing that none of the convicts escaped. A number of prisoners determined to make a break for liberty, and Saturday last attempted to put their plans into effect. During the religious services thirty of them sprang from their benches and made a rush for the main door. But the warders were not caught napping, however, and the convicts had hardly started before they were checked by revolvers.

The Berlin correspondent of the *Daily News* says: Bulgaria has resolved to proclaim her independence should the Porte yield to the demands of France in the Choudine affair.

PARIS, December 30th.

In the Ninth Chamber of the Correctional Police to-day there was heard the case of Miss Marie Van Zandt, the prima donna now in New York, against the Journal *Le Petit Parisien*, which the American singer has sued for having falsely published that she appeared on the stage at St. Petersburg intoxicated. The Court fined the journal 25 francs and costs, and ordered the judgment published in the paper.

A dispatch from St. Petersburg says: A terrible railroad accident occurred yesterday near Resova, on the railroad between Minak and Samolensk. An express train ran into the rear of a train carrying troops. Twenty persons were killed and about 100 injured.

The Turkish Grand Vizier has asked M. Ribot, French Minister of Foreign Affairs, to renew relations with Bulgaria. The Grand Vizier says that the Turkish Government will pledge itself, should the relations between the two countries be resumed, that henceforth all measures affecting foreigners in Bulgaria will be communicated to the Porte and to the representative of the country concerned before further action is taken.

VIENNA, December 30th.

A letter is published here describing a terrible siege of Yemen by the Arabs. The town was under bombardment daily while the terrible famine prevailed there. When the Turks relieved the city a general butchery of prisoners occurred on both sides.

BERLIN, December 30th.

It is reported that steps have recently been taken by the Kaiser to sound Prince Bismarck as to the conditions on which he would go back to public affairs. The report is regarded as confirmed in the highest quarters by the statement made to-day that on the 23rd ultimo a nobleman in high position at court called upon Prince Bismarck and asked him on what conditions he would consent to return to power. The ex-Chancellor replied: "I will never again accept the title and functions which have been taken from me. I will, however, consent to give the Emperor my services as a private Chancellor." In a further conversation he added that he especially desired two things: "First, the withdrawal of Caprioli as Chancellor, and second, the appointment of my son as Minister of Foreign Affairs."

Rumor is current that it is possible the means of reconciliation will be arrived at by giving an embassy to Count Herbert Bismarck.

STOCKHOLM, Dec. 30th.

The influenza has spread to an alarming extent in this city. Hundreds of new cases are reported daily. The mortality is 10 per cent.

In Milan the influenza caused seventy-three deaths in one day and in Lucca seventeen. Cardinal Rampolla, the Papal Secretary of State, is confined to his bed with the malady.

CITY OF MEXICO, December 30th.

The Durango Government is inaugurating a crusade against religious persons living in communities as illegal. The district judge ordered the arrest and detention of a number of monks and priests and it is reported will arrest the Paulistines at Tacuba, who are American. The Government insists that there is no revolution on the frontier.

The search of the convents continues. The District Judge and the police to-day visited four convents, two of which were found empty. Two nuns have been arrested. Two priests were arrested yesterday, but afterwards released.

BUENOS AIRES, December 30th.

Prince Caraman de Calmar, Minister of Foreign Affairs, is ill with influenza complicated with pneumonia. His condition is serious. The influenza is spreading rapidly, and is especially serious in Antwerp, where many deaths are occurring among patients over 50 years of age. The St. Ruggenberg Hospital admitted sixty serious cases in the past forty-eight hours.

don amongst the people. There have been also several cases amongst foreigners.

Admiral Hamlyn, the new U. S. Commander on the station, was expected on the 2nd inst.

Mr. C. D. Harman, the Agent of the P. M. S. and O. and O. Companies, died on the 19th ult.

—Herald.

CHILDREN starving to death on account of their inability to digest food will find a most marvellous food and remedy, in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. Read the following testimonial:—"I have prescribed Scott's Emulsion in cases of children suffering from wasting and malnutrition and can report most favorably of its good effect; it has been in such cases taken most readily."—W. PERKINS, M.R.C.S., Medical Superintendent, Butte Hospital. Any Chemist can supply it. A. S. Watson & Co. (Limited), Agents in Hongkong and China.—[Adv.]

## Co-day's Advertisements.

### WOODYEAR'S AUSTRALIAN CIRCUS.



### THE FAVOURITE EVENING RESORT.

### TO-NIGHT. TO-NIGHT.

### SECOND GRAND CHANGE OF PROGRAMME.

Our last Programme Good, This One Better.

The General Verdict of the Public is that this Circus is the most pleasing and refined that has ever visited the Far East.

### AFTERNOON PERFORMANCES EVERY WEDNESDAY AND SATURDAY ONLY.

Afternoon—Doors open at 2, commence 3 p.m.

Evening—Doors open at 8, commence 9 p.m.

N.B.—All Orphans and inmates of Charitable Institutions admitted free every Wednesday and Saturday Afternoon.

To be produced shortly, Scenes from "THE WILD WEST."

### PRICES OF ADMISSION:—

Boxes of 6 Chairs ..... \$9.00

Single Chair in Box ..... 1.50

Dress Circle Chairs ..... 1.00

Stalls, Carpeted Seats ..... 50

Children, Soldiers, and Sailors in uniform, to sit 20 cents. Half-price to all other parts except boxes.

Look out for Professor VALAZIE'S Drop from the Clouds.

MADAME WOODYEAR, Proprietors.

W. H. LARLAND, General Agent.

VICTOR VALAZIE, Business Manager.

Hongkong, 4th February, 1892.

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

### FOR SWATOW, AMOY, AND FOCHOW.

### THE Company's Steamship

### "NAMO." Captain Goddard, will be despatched for the above Ports, on SUNDAY, the 7th February, at Daylight.

For Freight or Passage, apply to DOUGLAS LARLARK &amp; Co., General Managers.

Hongkong, 4th February, 1892.

### SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pender's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICE ..... TEN CENTS.

Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the Hongkong Telegraph has by far the largest circulation of any English newspaper published in the Far East; THIS IS GUARANTEED. Terms on application.

Hongkong, 14th October, 1891.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

To the Editor of the "Hongkong Telegraph."

Sir, I am no anarchist, desirous of the abolition of ancient rights and privileges, but an honest tax-payer of the colony of Hongkong, and as such I would ask you to favor me with an answer to the following question:—Do the roads and streets of this colony belong to the public, or to the military faction? My reason for troubling you with this question is that the *Telegraph* is the only recognized medium of genuine public opinion, and that your contemporaries are such withered and spent productions that it would be useless to seek a solution of the above query through their columns. My complaint was born of an incident that occurred whilst I was returning from the Race Course this morning. I was driving a nervous pony and had the ill luck to meet a squad of military men (from the recently arrived marching band) on the Happy Valley in charge of a couple of loutish servants. They were four abreast, and being devoid of ordinary decency had the insolence to keep the very centre of the road. I tried to force the pony past them, or through their ranks, but he being of a high-strung temperament shied at the mass of ugliness that was approaching and unfortunately did not even give me time to use my whip on the two men in charge. The pony ran off the road and all-but collided with a tree simply because a company of soldiers considered that they had an absolute right to the road. I would be well for the local senior military officers to give instructions to their "griffins" that when marching through the streets in companies ordinary intelligence should be exercised if possible.

I am, etc., "JEHU."

Hongkong, 4th February, 1892.

[From past experience we doubt not that our correspondent has ample grounds for complaint and with him we regret that he was prevented from exercising his right to the road at the end of a campaign. He may rely that the Colonel will do all that is necessary.—Ed. H.K.T.]

## AN ADVENTUROUS VOYAGE.

## THE "ZAMBEZI'S" EXPERIENCES.

We have been courteously favoured by Captain Edwards of the "Upton" liner *Zambezi*, which arrived in port this forenoon from Portland, with the following information respecting the voyage from Hongkong to Portland, Oregon, which he recently completed.On rounding Cape Flattery a violent gale from the southwest was encountered, with thick weather and heavy sea, spray enveloping the ship in a regular manner. As it was impracticable to keep on the course, the ship's head was turned to the wind and the engines slowed down. On Tuesday, the 8th Dec. the ship was some twenty-five miles south of the mouth of the Columbia, when a singular-looking craft was sighted three or four miles off the coast flying signals of distress. On steaming down near her she was found to be the whale-boat steamer *Charles W. Wetmore* from New York, bound to the Sound. She was flying signals which read: "Rudder disabled; cannot steer."

## RESCUING THE WHALEBOAT.

Captain Edwards set to work to pass a hawser by attaching buoys to the end of it and paying it out stern, and then steamed back and forth, endeavoring to get the hawser in such a position that the crew of the whaleboat could seize it. After working for six hours this scheme was found impracticable, and finally a boat was launched by the *Wetmore* and the hawser secured, carried on board and made fast. As there was a very heavy sea running, and the *Wetmore* with her cargo of machinery, was very heavy, the *Zambezi* started up at a slow rate and towed the *Wetmore* the rest of the day and that night.

## THE HAWKER PARTED.

Wednesday morning the hawker parted about 8 o'clock when they were within a quarter of a mile off the breakers at the mouth of the Columbia, and in a position of great danger. After repeated efforts a second hawker was made fast to the *Wetmore*, but not until Captain Edwards had nearly arrived at the conclusion to abandon her, but the captain begged not to be left, so he ran off a little and waited for a pilot. At 3 P.M. a pilot came aboard and they were started. The sea was so heavy that it was found necessary to make another hawker fast to her on the port side before crossing in.

## HEAVY SEAS.

The sea on the bar was tremendous, making a clean sweep over both craft. The officers of the *Zambezi* on the bridge and house would have been swept away only for a line stretched across from the iron davits; to which they clung. In crossing in, the huge iron bits on the quarter, to which the second hawker was fast, were broken away and the hawker parted, and the chances of the *Wetmore* being towed in were very dubious, but they finally got through the breakers into comparatively smooth water, and reached the wharf in Astoria at 6 o'clock on Wednesday evening, all on board both craft glad to be safe in port.

## CLAIMS FOR SALVAGE.

Captain Edwards entered his claims for salvage before Vice-Consul Cherry and also before a notary public. He claims one-third the value of the *Wetmore* and cargo. This value is estimated at \$750,000, which his claim is allowed, will give \$250,000 to be divided among the *Zambezi* and officers and crew of the *Zambezi*.Captain Hastings says he began to lose his rudder two weeks ago when off the Galapagos Islands and it dropped off bit by bit as the rudder fell out, he hoped to make his destination, Port Townsend. Under the circumstances, however, he was very glad to get into the Columbia river. He is negotiating for a boat to tow the *Wetmore* to Port Townsend. She had been out from New York eighty-three days when she was picked up.

## THE WHALEBOAT'S CARGO.

The *Wetmore* is loaded with machinery and material for starting a yard on the Sound to manufacture whaleback vessels, and it has been said that the vessel and her cargo were worth \$1,000,000. So much has been said in regard to the whalebacks in the papers that most people understand what they are, and the invention of Captain Alexander McDougall, and were first built at Duluth on Lake Superior.

The hull of the whaleback is a part which rests in the water, differs only slightly from the hull of a ship, and the ends are the ends of the doing away with upper works by turning the sides over to meet in a sort of turtleback form. The ends taper off gradually and reverse the old theory that a vessel's bow and stern should be high, above the water. They are better submerged, McDougall thinks, and so when a whaleback is in a rough sea she is practically all submerged, and the waves roll over her without meeting any resistance. Then again, the bow and stern are made so that they are to avoid the weight of the old style ends, which is said to sink and swamp all boats which carry them.

After arriving at Portland on the 6th December, Captain Edwards of the *Zambezi*, reported that the filing of his statement in regard to the recovery of the whale

back steamer *Charles W. Wetmore* with the British vice-consul, and a necessary public at Astoria would not suffice to secure any salvage, so he and Mr. William Dunbar, Upton's agent, at once took steps to file a libel in the United States circuit court against the *Wetmore*. After keeping a hickman busy for three hours running hither and thither, the necessary papers were filed, and a warrant for the arrest of the *Wetmore* sent to Astoria on the night boat. The libel sets forth the fact of the *Wetmore* being found disabled and bringing to Astoria by the *Zambezi*, and alleges that as the value of the *Wetmore* is \$200,000, and her cargo is worth \$500,000, the services rendered her were reasonably worth \$300,000.

The *Wetmore* was taken charge of by a deputy United States marshal, and before she can be released her owners will have to furnish bond in the sum of \$300,000.

The reasons for the haste in this matter are that it is desirable that the suit should be brought in the court here, as Upton's agent is here, and if the *Wetmore* should start for the Sound, in two or three weeks, and be lost on the trip, the *Zambezi* could collect nothing for the services she rendered.

Salvage cases are not common here, that of Captain Floyd and others against the steamship *Queen of the Pacific* for pulling her off the sands at the mouth of the Columbia, being about the only one ever tried in Portland. Several times were engaged in assisting the *Queen of the Pacific* off the sands on which she had stuck, and the court allowed them something over \$60,000, which was divided among all concerned.

In such a case a great many things have to be taken into consideration by a court, such as the value of the vessel saved and her cargo, the peril in which she was, the value of the rescuing vessel and cargo, the amount of labour performed, and the risk run in saving the disabled ship. The salvage allowed is decided between the owners of the ship, the officers and crew—every one down to the cook getting a share according to the wages he is paid.

## THE SETTLEMENT OF THE "ZAMBEZI" CASE.

The court of admiralty at Victoria, after investigating the *Zambezi-Fa-la-Duff* case, gave judgment for the *Duff* to be blame for the collision for not having a hawser aboard. The *Zambezi* was navigated with skill and care, and was compelled to go at a certain speed and in a certain direction.

The *Duff* was technically in error, and the damages would have to be divided. Concerning the salvage, the court held that the rescuer could not reach port by herself, and the award was made as follows: Five-eighths to the owner of the vessel; one-fourth to the master, and one-eighth to the crew of the *Zambezi* in ratio to their wages. The first opinion of the court was that the *Duff* should pay all costs, but at the request of her counsel the matter was held in reserve for future argument.

## CAPTAIN EDWARDS COMPLIMENTED.

Captain Edwards, of the steamer *Zambezi*, has been paid a high compliment for his skillful seamanship by F. Harris, keeper of the life saving station at Fort Canby. Mr. Harris wrote as follows under date of December 10th:

"This station was yesterday treated to a great feat of seamanship in the putting a large vessel almost aboard the steamer *Wetmore*, which was in close to the breakers, at 6 a.m., by the British steamer *Zambezi*. The act was witnessed by myself and several others from the look out at the lighthouse, and all said it was a brave and skillfully accomplished work."

Understand that the *Wetmore* claim will be settled upon the return of the *Zambezi* to Portland at an early date and, while congratulating the gallant skipper and his crew on their good luck, trust they will receive the full reward which their efforts deserve.

## NEWS BY THE AMERICAN MAIL.

## MADRID, December 28th.

The Cabinet finally adopted the new tariff to-day. The measure included a provision for the imposition of minimum duties on imports from countries having treaties with Spain, and the placing of maximum rates on imports from other countries. The duty on cork was raised.

## MONTREAL, December 28th.

The grip has a firm foothold in Montreal and now claims 1000 cases. It affects its victims in a different way than before—pains in the stomach and headache, followed by weakness in the lower limbs—but the attack only lasts a few days, from four days to two weeks.

The Montreal police force and fire brigade are worst off. Out of 375 men on the police force, fifty-five are laid up with the grip.

## BUENOS AIRES, December 28th.

The upper house of the Hungarian Diet has passed the treaties recently negotiated between Austria-Hungary and Germany, Belgium, Switzerland and Italy separately. These treaties have been passed by the lower house already.

## THE DIET WAS DISSOLVED.

New York, December 28th.—Word was received here to-day of the death of Colonel Comstock, the youngest of the children of Mr. Crozier, the Emperor, the unfortunate Augustin Kugibide. She was 79 years old when she died.

## BUENOS AIRES, December 28th.

The United States war vessel *Thetis* is expected to arrive in the Rio de la Plata to-morrow, as are also three ships of the American White Squadron. They have been sighted off the coast.

## QUEREC, December 28th.

The Marine Department has been notified that a ship wrecked on the coast of the Gulf of Mexico, in the Gulf of Mexico, is thought by being to a French lugger which left St. Pierre a few days ago.

## SAN SALVADOR, December 28th.

It is believed that Salvador and Nicaragua will send plenipotentiaries to Comayagua to demand an explanation in regard to the presence of Guatemalan troops on Honduran territory.

## LONDON, December 29th.

An interesting meeting of shareholders of the London Nitrate Company was held to-day. Much discontent was created among the shareholders when the chairman submitted his report, which announced the loss of £316 on the year's operations of the company. Hamilton, one of the stockholders, said the Dhillan nitrate fields owned by the company had been practically exhausted by the vendors before they sold them to the company. He declared that grave misrepresentations had been made and suggested the company wind up its affairs. This suggestion that the company go out of business was met with cries of "No, no!"

Colonel North, the "Nitrate King," then, whom none is supposed to be more thoroughly qualified to judge of the value of the nitrate deposits, denied the statement that the mines owned by the company were worked out. To show his belief in the value of the property he said he was willing to give £20,000 for the nitrate fields in question, and in addition would assume all the liabilities of the company. He concluded by declaring that he was prepared to buy at the market value all the company's shares offered to him. The meeting finally adopted the report of the chairman.

Gladstone, replying to a correspondent inquiring the position of the labor question in Parliament if the Irish members are withdrawn, says: "The fear that British labor will be unable to fight its own battle without the Irish members is entirely visionary, nor do I know that the Irish members will withdraw under home rule."

While general indignation prevails over the way in which Mrs. Osborne has been suffered to escape, the sympathy of her friends is greatly increased by the fact that she is enceinte.

The explanation now given of her action in stealing the jewels is that she was indiscreet before marriage with a man of good family. This man pretended great indignation at her engagement to Mr. Osborne, and declared that it was his intention to be present at the marriage and to marry her himself. She begged him not to betray her, and at last induced him to agree that as she was about to marry a rich man she would pay him £500 as a condition of his silence.

From inquiries made in behalf of the German Embassy relative to the sailing of the *Tauroch* and from reports that have come from Berlin, there is reason to believe that the German Kaiser intends a visit to the United States. It is expected that the Kaiser will travel by one of his minor allies, probably Count Hatzfeldt. The *Tauroch* will leave Liverpool for New York on January 6th, and if the Kaiser goes it will be probably on that date.

Gladstone is 82 years old to-day. He is at present at Biarritz, a French watering place on the Bay of Biscay, where he is seeking to recruit his strength in order to perform the Parliamentary duties before him.

## ST. PETERSBURG, December 29th.

A dispatch from Baku, on the west coast of the Caspian sea, states that a riot occurred, during which had its origin in the attempt of a mob to lynch a thief caught in the act of robbing a house. The mob would undoubtedly have carried their intention into effect had not the police charged them and finally rescued the man. The crowd then turned its attention to attacking the shops of the city. The police were absolutely powerless, but the soldiers made short work of the rioters, charging upon them, heedless of the consequences. A large number of the crowd were injured, some quite seriously. Order was restored in a short time.

## STOCKHOLM, December 29th.

The King shows little if any improvement. The attack of influenza from which he is suffering is a severe one and his lungs are affected. The Crown Prince is acting as regent of the kingdom.

## MONTREAL, December 29th.

It is stated that Mercier, acting in his official capacity as Premier of Quebec, but without being authorized to do so by order in council, and consequently without sanction of the crown, passed a contract with Langias, a stationer of St. Roch, in virtue of which he was to furnish all goods in his line required in every public office in the province for four years, no contract price being stipulated. Two letters of credit for \$30,000 each were given to Langias, and are now being drawn at one of the city banks. Although Langias received \$60,000 of the people's money it is alleged that he only furnished \$10,000 worth of stationery. Rumor has it that the ex-Minister or his son is deeply interested in this or other stationery contracts.

## BERLIN, December 29th.

The *North German Gazette* says it learns from a reliable source that Dr. Von Holleben, at present German Minister to Japan, is to be transferred to Washington, when he will represent Germany in the place of Count Aroo Valley, who did not leave ago. Baron Von Gutsch, who is now German Minister to Chile, will be transferred to Tokyo, to take the place made vacant by the transfer of Dr. Von Holleben. Dr. Von Winkler, now holding the position of Secretary of the German Legation at Constantinople, will, according to information furnished by the *North German Gazette*, be appointed Minister to Mexico.

Redmond presided at a meeting of the National League here to-day. The members present congratulated themselves and Redmond upon the success of the League. He declared that the victory in Waterford was the beginning of the revival of the lost formerly placed in the Parcellites, and that the prospects of that section of the Irish party were now bright.

## ROME, December 29th.

Reports to the contrary notwithstanding, the Pope appears to be in excellent health. Yesterday he celebrated mass in the Sistine Chapel. The deposition of Monsignor Falchi from the position of prelate and vicar-general of the Apostolic Chamber is considered an evident sign of the ineffectuality of the past administration. This degradation is the result of the report of the condemnation of cardinals appointed to inquire into the financial position of the Holy See. The administration of Peter's penance and of the Vatican finances will henceforth be intrusted to a commission of seven cardinals. The deficit brought about through the mismanagement of Falchi amounts to between 18,000,000 and 20,000,000 lire.

## RIO JANEIRO, December 29th.

The revolt at Deserto, capital of the State of Santa Catharina, against the Governor continues. There seems to be every prospect of another outbreak at Vigor, which refuses to submit to President Peixoto's orders.

## BIARRITZ, December 29th.

The municipal authorities waited upon Gladstone to-day and congratulated him upon the occasion of the anniversary of his birthday. Fifteen members of the British Club also called and presented him with a floral crown.

## CONSTANTINOPLE, December 29th.

Owing to a report that an attempt had been made to assassinate the Sultan, the triple alliance, a semi-official Turkish note has been issued declaring that the Porte will, as heretofore, pursue the policy of peace and friendship toward all powers and endeavor to fulfill its international obligations, making no exception on behalf of any power.

## LONDON, Dec. 30th.

Truth, Henry Labouchere's paper, publishes an article on Canada's future, and the article in the Province of Quebec, and says that it is manifestly the intention of the Dominion to become a new United States or to become attached to the great republic. The change is inevitable, and the sooner it occurs the better. The emancipation of the grotesque Dominion and its absorption in the United States would be a benefit to the Canadians and also to Great Britain. Such a course would relieve Great Britain of the necessity of engaging in insupportable squabbles in which she has no concern. It would, moreover, give the Canadians that energy and enterprise which no mere colonialism can possess. The paper further says that since France has refused to follow the talk of Australian loyalty to the British crown, Truth says, is all unbecome.

The influenza is epidemic in the eastern part of the colony of Kent. In Dover, one of the principal towns of the county, the authorities are attempting to stamp out the disease by the rigorous application of laws pertaining to the public health, which makes it an offence for a person suffering with the contagious disease to "spit" publicly. It is generally considered that the authorities are doing well in their attempt to stamp out the disease by the rigorous application of laws pertaining to the public health, which makes it an offence for a person suffering with the contagious disease to "spit" publicly. It is generally considered that the authorities are doing well in their attempt to stamp out the disease by the rigorous application of laws pertaining to the public health, which makes it an offence for a person suffering with the contagious disease to "spit" publicly. 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